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Working Party on Brakes and Running Gear

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Item 6.3. of the provisional agenda

**REVISED PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 64**  
(Temporary use spare wheels/tyres)

Submitted by the expert from the United Kingdom

Note: The text reproduced below was prepared by the expert from the United Kingdom with assistance from other Governments and the tyre industry in order to simplify and clarify the existing requirements and to extend them to cover the case of vehicles fitted with run-flat tyres. It is mainly based on documents TRANS/WP.29/GRRF/2005/6, TRANS/WP.29/GRRF/2005/9 and ECE/TRANS/WP.29/GRRF/2002/17/Rev.6. In this document, the modifications to ECE/TRANS/WP.29/GRRF/2002/17/Rev.6 are marked in **bold** characters.

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Note: This document is distributed to the Experts on Brakes and Running Gear (GRRF) only.

GE.06-26478

A. PROPOSAL

The title, (in both instances where title is used), amend to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THEIR EQUIPMENT WHICH MAY INCLUDE A TEMPORARY USE SPARE WHEEL AND TYRE UNIT, RUN FLAT TYRES AND/OR A RUN FLAT"

The table of contents, amend to read (inserting a new **Annex 4**):

**"Annex 4 - Test requirements for Run-Flat Warning System (RFWS)"**

Text of the Regulation

Paragraph 1. (including the addition of a new footnote 1/), amend to read:

"1. SCOPE

This Regulation applies to the approval of vehicles of category M1 and N1 1/ with regard to their equipment which may include run flat tyres, a run flat system, a spare wheel and tyre unit, other than a "Standard spare unit" as defined in paragraph 2.9. of the Regulation, intended for temporary use in the event of damage to the wheel and tyre unit fitted to the vehicle for normal, long term, road use.

For the purposes of this Regulation, spare wheel and tyre substitute units in the form of run-flat tyres or a run-flat system in a totally deflated condition, are to be treated as being temporary use spare units as defined in paragraph 2.10. of the Regulation.

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1/ As defined in Annex 7 of the consolidated resolution of the Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2)."

Paragraph 2.1., amend to read:

" ..... regard to its temporary use spare wheel and tyre unit."

Paragraph 2.2.2., amend to read:

"2.2.2. the characteristics of the temporary-use spare wheel and tyre unit,"

Insert a new paragraph 2.2.7., to read:

"2.2.7. wheel offset."

Paragraph 2.3., amend to read:

" ..... of a rim and a wheel disc;"

Insert new paragraphs 2.3.1. and 2.3.2., to read:

- "2.3.1.     "Wheel size designation" means a designation comprising at least the nominal rim diameter, the nominal rim width and the rim profile;
- 2.3.2.     "Wheel offset" means the distance from the hub abutment face to the centre line of the rim."

Paragraph 2.4., amend to read:

- "2.4.       "Tyre" means a pneumatic tyre, being a reinforced flexible envelope that is provided with, or forms in conjunction with the wheel on which it is mounted, a continuous, essentially toroidal, closed chamber containing a gas (usually air) or a gas and liquid, that is intended normally to be used at a pressure greater than atmospheric pressure. It may be a:"

Insert new paragraphs 2.4.1. to 2.4.4., to read:

- "2.4.1.     "Normal tyre" being a tyre that is suitable for all normal, on-road, conditions of use;
- 2.4.2.     "Temporary use spare tyre" being a tyre that is specifically designed to be different from a normal tyre and intended only for temporary use under restricted driving conditions;
- 2.4.3.     "Run flat tyre" or "Self supporting tyre" describes a pneumatic tyre structure provided with any technical solutions (for example, reinforced sidewalls, etc.) allowing the pneumatic tyre, mounted on the appropriate wheel and in the absence of any supplementary component, to supply the vehicle with the basic tyre functions, at least, at a speed of 80 km/h (50 mph) and a distance of 80 km when operating in flat tyre running mode;
- 2.4.4.     "Run flat system" or "Extended mobility system" describes an assembly of specified functionally dependant components, including a tyre, which together provide the specified performance granting the vehicle with the basic tyre functions, at least, at a speed of 80 km/h (50 mph) and a distance of 80 km when operating in flat tyre running mode."

Paragraphs 2.5. to 2.7., amend to read:

- "2.5.       "Flat tyre running mode" describes the state of tyre, essentially maintaining its structural integrity, while operating at an inflation pressure between 0 and 70 kPa.
- 2.6.       "Basic tyre function" means the normal capability of an inflated tyre in supporting a given load up to a given speed and transmitting the driving, the steering and the braking forces to the ground on which it runs.

- 2.7. "Tyre size designation" means a combination of figures that uniquely identify the geometric size of the tyre, comprising the nominal section width, the nominal aspect ratio and the nominal diameter. Precise definitions of these features may be found in Regulation No. 30."

Paragraphs 2.8.1. to 2.8.2.4. should be deleted.

Insert new paragraphs 2.8. to 2.10.5., to read:

- "2.8. "Tyre structure" means the technical characteristics of the tyre's carcass. This may be bias ply (diagonal or cross ply), bias-belted, radial ply or run flat tyre as further defined in Regulation No. 30.
- 2.9. "Standard spare unit" means an assembly of a wheel and tyre identical in terms of wheel and tyre size designations, wheel offset and tyre structure to that fitted in the same axle position and to the particular model or version of the vehicle for normal operation. It includes the case of a wheel that is produced from a different material, for example, steel instead of aluminium alloy, that may use different wheel fixing nut or bolt designs but which is otherwise identical to the wheel intended for normal operation.
- 2.10. "Temporary use spare unit" means an assembly of any wheel and tyre that is not within that defined as a "Standard spare unit" in paragraph 2.9. Temporary use spare units may be of the following types:
- 2.10.1. Type 1  
An assembly in which the tyre is a temporary use spare tyre as defined in paragraph 2.4.2.;
- 2.10.2. Type 2  
An assembly in which the wheel has a different offset from that of the wheel fitted in the same axle position for normal operation of the vehicle;
- 2.10.3. Type 3  
An assembly in which the tyre is of a different structure from that fitted in the same axle position for normal operation of the vehicle;
- 2.10.4. Type 4  
An assembly in which the tyre is a normal tyre as defined in paragraph 2.4.1. but where the size designation of the wheel or the tyre or both, differ from those of the wheel or tyre fitted in the same axle position for normal operation of the vehicle;
- 2.10.5. Type 5  
An assembly in which a wheel and tyre unit as defined in paragraph 2.4.3. or 2.4.4. is fitted to the vehicle for normal, long term road use, but used in an emergency in a totally deflated condition;"

Paragraphs 2.9. and 2.10. (former), renumber as paragraphs 2.11. and 2.12.

Paragraph 2.11. (former), renumber as paragraph 2.13. and amend to read:

"2.13. "Run-Flat Warning System" - describes a system which maybe a part of a Tyre Pressure Monitoring System and which delivers information to the driver that a tyre is operating in the flat tyre running mode. **It must be capable of operating within a speed range of  $\geq 40$  km/h to the maximum design speed of the vehicle.**"

Paragraph 3.3., amend to read:

"..... shall be submitted to the type approval authority or the technical service ....."

"Paragraph 4.4.1., the reference to footnote 1/ and footnote 1/, renumber as footnote 2/, and amend to read:

"2/ 1 for Germany, 2 for France, 3 for Italy, 4 for Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for the Republic of South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approval Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Paragraph 5.1.1., amend to read (the reference to footnote 2/ and the corresponding footnote 2/ should be deleted):

"5.1.1 Tyres intended for use as part of a temporary use spare unit as defined in paragraph 2.10., shall be approved in accordance with Regulation No. 30"

Paragraph 5.1.3., amend to read:

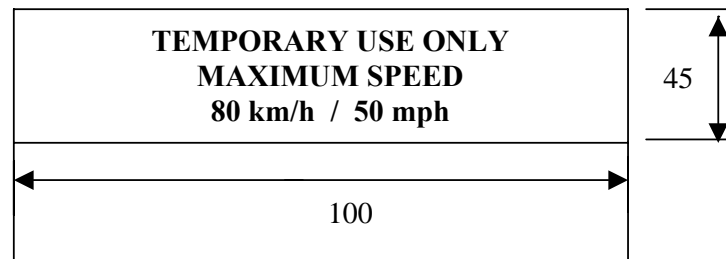
"5.1.3. The design speed of the temporary-use spare unit shall be at least 120 km/h for types 1, 2 and 3."

Paragraph 5.1.4.1., amend to read (the diagram is not amended):

"5.1.4.1. An 80 km/h maximum speed warning symbol arranged in accordance with the diagram below shall be permanently displayed on the outer face of the wheel in a prominent position.

In the case of vehicles intended to be sold in countries using imperial units of measurement, an additional warning symbol, identical to that described above, with the exception that the figure "80" shall be replaced by "50" and the wording "km/h" by "mph", shall be permanently displayed on the outer face of the wheel in a prominent position.

Alternatively a single warning symbol arranged in accordance with the diagram below, shall be permanently displayed on the outer face of the wheel in a prominent position.



Upper case letters shall be at least 5 mm high and the numbers "80" and "50" shall be at least 20 mm high with the elements that make up each character of the number at least 3 mm line thickness. Lower case text shall at least have a line height of 5 mm. All text shall be enclosed in a border and be on a background of contrasting colour.

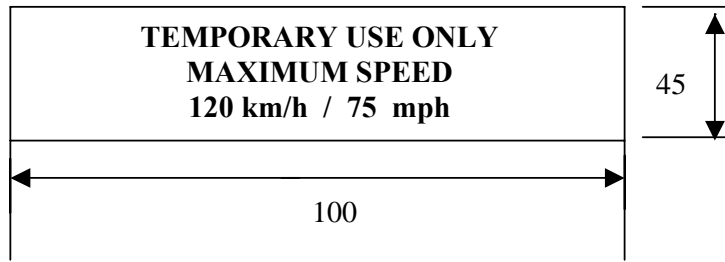
The requirements of this paragraph shall only apply to types 1, 2 and 3 temporary use spare unit as defined in paragraphs 2.10.1., 2.10.2. and 2.10.3."

Add a new paragraph 5.1.4.1.1. to read:

"5.1.4.1.1. An 120 km/h maximum speed warning symbol arranged in accordance with the diagram below shall be permanently displayed on the outer face of the wheel in a prominent position.

In the case of vehicles intended to be sold in countries using imperial units of measurement, an additional warning symbol, identical to that described above, with the exception that the figure "120" shall be replaced by "75" and the wording "km/h" by "mph", shall be permanently displayed on the outer face of the wheel in a prominent position.

Alternatively a single warning symbol arranged in accordance with the diagram below, shall be permanently displayed on the outer face of the wheel in a prominent position.



Upper case letters shall be at least 5 mm high and the numbers "120" and "75" shall be at least 20 mm high with the elements that make up each character of the number at least 3 mm line thickness. Lower case text shall at least have a line height of 5 mm. All text shall be enclosed in a border and be on a background of contrasting colour.

The requirements of this paragraph shall only apply to a type 4 temporary use spare unit as defined in paragraph 2.10.4. to be supplied for use on an M<sub>1</sub> category vehicle.

Paragraph 5.1.4.2., amend to read:

"5.1.4.2. .... (REAR) AXLE. If it is possible to attach a wheel cover to the temporary use spare unit this information shall not be obscured by this wheel cover."

Insert new paragraphs 5.1.5. to 5.1.6.6., to read:

- "5.1.5. Except in the case of a run-flat/self supporting tyres or run-flat/extended mobility system, it is permitted to supply only one temporary use spare unit with the vehicle.
- 5.1.6. In the case of vehicles equipped with run-flat/self supporting tyres or run-flat/extended mobility system the vehicle shall also be fitted with a run-flat warning system (defined in paragraph 2.13.) that warns the driver that an individual tyre, which is in contact with the road, is at least in flat tyre running mode.
- 5.1.6.1. The warning indication shall be by means of an optical yellow warning signal.
- 5.1.6.2. The warning signal shall be activated when the ignition (start) switch is in the "on" (run) position (bulb check).
- 5.1.6.3. When a tyre is at least in the flat tyre running mode, it shall be indicated to the driver by the operation of the warning signal referred to in paragraph 5.1.6.1. The warning signal shall remain illuminated as long as the tyre is in the flat tyre running mode and the ignition (start) switch is in the "on" (run) position.
- 5.1.6.4. Electrical failure or sensor anomaly that affects the Run-Flat Warning System, including failure of the electrical source, supply or transmission of the output signal, shall be indicated to the driver by operation of the warning signal referred to in paragraph 5.1.6.1. If the warning signal has a dual operation to indicate both a tyre in the run flat mode and a malfunction in the run-flat warning system, the following

shall apply: with the ignition (start) switch in the "on" (run) position the warning signal shall flash to indicate a system failure. After a short period of time the warning signal shall remain continuously illuminated as long as the failure exists and the ignition (start) switch is in the "on" (run) position. The flashing and illumination sequence shall be repeated each time the ignition (start) switch is in the "on" (run) position until the failure has been corrected.

5.1.6.5. When the system is being manually reset in accordance with the vehicle manufacturer's instructions the provisions in paragraphs 5.1.6.3. and 5.1.6.4. may not apply.

5.1.6.6. The operation of the warning signal specified in paragraphs 5.1.6.2. to 5.1.6.4. shall meet the requirements in Annex 4."

Paragraph 6.1.2., amend to read:

"6.1.2. An instruction to drive with caution and at no more than the permitted maximum speed of 80 km/h (50 mph) when a type 1, 2 or 3 temporary-use spare unit as defined in paragraphs 2.10.1., 2.10.2. or 2.10.3. is fitted, and to reinstall a standard unit as soon as possible. It shall be made clear that this instruction also applies to a type 5 temporary-use spare unit as defined in paragraph 2.10.5. being used in the flat tyre running mode."

Insert a new paragraph 6.1.2.1., to read:

"6.1.2.1. An instruction to drive with caution and at no more than the permitted maximum speed of 120 km/h (75 mph), when a type 4 spare unit as defined in paragraph 2.10.4. is fitted, and to reinstall a standard unit as soon as possible."

Paragraph 6.1.3., amend to read:

"6.1.3. .... fitted at the same time. This requirement shall only apply to a type 1, 2 and 3 temporary-use spare unit as defined in paragraphs 2.10.1., 2.10.2. and 2.10.3."

Paragraph 6.1.5., amend to read:

"6.1.5. For vehicles equipped with a temporary use spare unit stored in a deflated condition, a description of the procedure for .... "

Paragraph 6.2., amend to read:

"6.2. If the vehicle is equipped with a temporary use spare unit stored in a deflated condition, a device must be provided ....."

Paragraph 6.3., amend to read:

" .....shall be displayed in a prominent place on the vehicle."



Paragraph 8.1., amend to read:

"8.1. The Conformity of Production procedures shall comply with those set out in Appendix 2 of the Agreement (E/ECE/324 – E/ECE/TRANS/505/Rev.2), with the following requirements:"

Paragraph 8.2., amend to read:

"8.2. The type approval authority or technical service which has granted type approval, may at any time verify the conformity of production in each production facility. The normal frequency of these verifications shall be at least once per year."

Paragraphs 8.3. to 8.4.5., should be deleted.

Paragraph 9.1., amend to read:

" ..... laid down in paragraph 8. are not complied with."

Insert new paragraphs 12. and 12.1., to read:

"12. TRANSITIONAL PROVISIONS

12.1. As from [24] months after the date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation with respect to the temporary use spare wheels/tyres, run flat tyres or a run flat system shall grant approvals only if the vehicle meets the requirements of this Regulation as amended by the 01 series of amendments."

Annex 1, item 9.3., amend to read:

"9.3. Details of temporary use spare unit, including wheel and tyre size designations and marking, tyre load and speed capability, run-flat tyre including the maximum distance wheel offset (where different from standard unit)."

### **Annex 3**

Paragraph 1.5., amend to read:

"1.5. Except in the case of a run-flat tyre, the tyres shall be inflated to the pressures recommended by the vehicle manufacturer for the vehicle type and loading condition. A run-flat tyre shall be tested in the fully deflated condition."

Paragraph 2.3., amend to read:

"2.3. The braking performance shall correspond to the test procedure given in Regulation No. **13 or 13-H** for categories M<sub>1</sub> and N<sub>1</sub> vehicles for the Type O cold test with the engine disconnected:"

Insert new paragraphs 2.3.1., 2.3.1.1., 2.3.1.2., 2.3.1.3. and 2.3.1.4. to read:

"2.3.1. In the case of M<sub>1</sub> category vehicles **approved to Regulation No. 13** fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;

the stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 50.7 m and;

the mean fully developed deceleration (mfdd) given by the following formula shall be not less than 5.8 ms<sup>-2</sup>:

$$Mfdd = v^2/41.14 \text{ s}$$

where "v" is the initial speed at which braking commences and "s" is the distance covered during braking between 0.8 v and 0.1 v.

**2.3.1.1. In the case of N<sub>1</sub> category vehicles approved to Regulation No. 13 fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;**

**the stopping distance achieved using a maximum force of 700 N applied to the foot control shall not exceed 61.2 m and;**

**the mean fully developed deceleration (mfdd) given by the following formula shall be not less than 5.0 ms<sup>-2</sup>:**

$$Mfdd = v^2/41.14 \text{ s}$$

**where v is the initial speed at which braking commences and s is the distance covered during braking between 0.8 v and 0.1 v.**

**2.3.1.2. In the case of M<sub>1</sub> category vehicles approved to Regulation No. 13 fitted with type 4 spare unit as defined in paragraph 2.10.4. tested using a prescribed speed of 120 km/h;**

**the stopping distance achieved using a maximum force of 500 N applied to the foot control, shall not exceed 108 m and;**

**the mean fully developed deceleration (mfdd) given by the following formula shall be not less than 5.8 ms<sup>-2</sup>:**

$$Mfdd = v^2/41.14 \text{ s}$$

where "v" is the initial speed at which braking commences and "s" is the distance covered during braking between 0.8 v and 0.1 v.

- 2.3.1.3. In the case of M<sub>1</sub> or N<sub>1</sub> category vehicles approved to Regulation No. 13-H fitted with type(s) 1, 2, 3 and 5 temporary use spare units as defined in paragraphs 2.10.1., 2.10.2., 2.10.3. and 2.10.5. and tested using a prescribed speed of 80 km/h;**

**the stopping distance achieved using a maximum force of 650 N + 0 / -50 N applied to the foot control, shall not exceed 46.4 m and;**

**the mean fully developed deceleration (mfdd) given by the following formula shall be not less than 6.43 ms<sup>-2</sup>:**

$$\text{Mfdd} = v^2/41.14 \text{ s}$$

where "v" is the initial speed at which braking commences and "s" is the distance covered during braking between 0.8 v and 0.1 v.

- 2.3.1.4. In the case of M<sub>1</sub> category vehicles approved to Regulation No. 13-H fitted with type 4 temporary use spare unit as defined in paragraph 2.10.4. and tested using a prescribed speed of 120 km/h;**

**the stopping distance achieved using a maximum force of 650 N + 0 / -50 N applied to the foot control, shall not exceed 98.4 m and;**

**the mean fully developed deceleration (mfdd) given by the following formula shall be not less than 6.43 ms<sup>-2</sup>:**

$$\text{Mfdd} = v^2/41.14 \text{ s}$$

where "v" is the initial speed at which braking commences and "s" is the distance covered during braking between 0.8 v and 0.1 v."

**Insert a new Annex 4, to read:**

**"Annex 4**

**TEST FOR RUN-FLAT WARNING SYSTEM**

1. Test Conditions
- 1.1. Ambient temperature  
The ambient temperature shall be between 0 °C and 40 °C.
- 1.2. Test road surface

The test road surface shall be dry and smooth.

1.3. Test location

The test location shall be other than an environment susceptible to radio wave interference such as a strong electric field.

1.4. Condition of the test vehicle in a stationary state

The vehicle's tyres shall be shaded from direct sun when the vehicle is parked.

2. Test Method

2.1. Test procedures for detection of a tyre in the flat tyre running mode

2.1.1. The tyres are to be inflated to the pressure recommended by the vehicle manufacturer.

2.1.2. With the vehicle stationary and the ignition (start) switch in the "Lock" or "Off" position, turn the ignition (start) switch to the "On" ("Run") position or, where applicable, the appropriate key position. Confirm the activation of the warning signal.

2.1.3. Turn off the ignition and reduce the inflation pressure of any one of the tyres until the adjusted tyre inflation pressure is 70 kPa, which is the upper limit for the flat tyre running mode.

2.1.4. Commence the test within 5 minutes after reducing the inflation pressure of the tyre and by driving the vehicle normally between **40 and 100 km/h**.

2.1.5. The test is completed when either:

- (a) the run flat warning system as described in **paragraph 5.1.6.1**. has activated or,
- (b) a period of 20 minutes has elapsed, when determined in accordance with paragraph 2.3., from the time the test speed has been reached. If the warning does not activate the test has failed.

The vehicle shall be brought to a halt and the ignition switched off.

2.1.6. If the warning signal as required in paragraph 2.1.5. above has activated, wait 5 minutes before turning the ignition on; the signal must reactivate and remain active as long as the ignition switch is in the "on" ("run") position.

2.2. Test procedures for detecting a failure of the Run-Flat Warning System.

2.2.1. With the vehicle in the normal use condition, simulate a Run-Flat Warning System failure. This may be simulated by, for example, disconnecting connectors for wiring related to the power supply from the power source or wiring related to the input/output to/from the warning system control.

- 2.2.2. With a simulated fault introduced, drive the vehicle normally between **40 and 100 km/h**.
- 2.2.3. When:
- (a) the run flat warning system as described in **paragraph 5.1.6.1**, has activated or,
  - (b) a period of 20 minutes has elapsed, when determined in accordance with paragraph 2.3., from the time the test speed has been reached. If the warning does not activate the test has failed,
- the vehicle shall be brought to a halt and the ignition switched off.
- 2.2.4. If the warning signal as required in paragraph 2.2.3. above has activated, wait 5 minutes before turning the ignition on; the signal must reactivate and remain active as long as the ignition switch is in the "on" ("run") position.
- 2.3. Calculation of time duration

The time to be taken for determination of the requirements of paragraphs 2.1.5. and 2.2.3. shall be the total elapsed time while the vehicle is driven in the test speed range **40 km/h to 100 km/h**.

The time shall be calculated over a continuous drive but it is not necessary that the vehicle maintains throughout the test a speed within the test speed range. Where the vehicle speed falls outside the test speed range, any time accumulated during such events shall not be considered as part of the total test time duration.

The type approval authority shall satisfy itself that the run flat warning system records the time within the test speed range on a cumulative basis and does not restart the time calculation if the vehicle falls outside the test speed range."

## B. JUSTIFICATION

The United Kingdom wishes to put forward proposals for amendments to this Regulation to simplify and clarify the existing requirements and to extend them to cover the case of vehicles fitted with run-flat tyres, run flat systems and temporary use spare units which are fitted with a normal tyre, but have a different size designation to that which is normally fitted to the vehicle.

This proposal is intended to require any vehicle which has a spare wheel and tyre unit that is different from the normal everyday road-going wheel and tyre unit or has a run-flat wheel and tyre unit, in the deflated condition, to be subject to approval in accordance with this Regulation. It is essentially an amended and consolidated version of TRANS/WP.29/GRRF/2002/17, informal document No. 7 distributed at the fifty-second session of GRRF, TRANS/WP.29/GRRF/2002/17/Rev.1 and informal document No. 2 presented at the fifty-third GRRF session, TRANS/WP.29/GRRF/2002/17/Rev.2 to Rev.5, TRANS/WP.29/GRRF/2005/6, TRANS/WP.29/GRRF/2005/9, informal documents Nos. GRRF-57-19, GRRF-57-21, GRRF-57-28, GRRF-58-11, GRRF-58-20, GRRF-59-10, GRRF-59-20, GRRF comments and those from the Danish, Japanese and OICA experts.

The proposals are intended to require any vehicle that has a spare wheel and tyre unit that is different from the normal everyday road-going wheel and tyre unit or has a run-flat tyre and wheel unit in the deflated condition, to be subject to approval in accordance with this Regulation. In addition, as this is a Regulation dealing with the fitting of tyres to vehicles, it is appropriate to include requirements for the installation of a run-flat warning or indicating system to alert the driver to a deflated run-flat tyre. The scope of the Regulation has been expanded to allow the use of temporary use spare wheel and tyre units on N<sub>1</sub> category vehicles **which are equipped with tyres approved to Regulation No. 30. Currently, approvals to this Regulation can only be granted with a Regulation No. 13 test. Therefore, with the proposed removal of category M<sub>1</sub> vehicles from Regulation No. 13 and the inclusion of category N<sub>1</sub> vehicles into Regulation No. 13-H, draft provisions have been incorporated to allow similar approvals according to Regulation No. 13-H. It also makes proposals to allow certain types of temporary use spare units to be approved at a speed of 120 km/h.** The proposed wording should make it clear that the maximum speed limit is 80 km/h for certain types of tyres fitted to temporary use spare wheel and tyre units and 120 km/h for some other types.

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